Price THE SPALDING - - \$100 SPALDING SPECIAL - \$78 SPALDING, Second-tand refinished-nearly as good as new - -



313 and 315 Broadway, New York, 59th St. and Grand Circle, 533 Fulton St., Brooklyn. A few '96 Models at 875. Hion Juvenile Bicycle, 835 and 845.

rescent n Bicycles

> In the complete Crescent line there is a bicycle for everyone -old or young, large or small, heavy or light, rich or poor. Crescents are built with con sideration for everybody's wants, and those who buy with consideration buy the Crescent. No bicycle finer than the

Crescent - none stronger or more serviceable.

WESTERN WHEEL WORKS

Proposals.

OFFICE of Light-House Inspector 3rd District, at Tomtkinsville, N. Y. March 13th, 1807. Proposals will be received at this office until 12 o'clock M., on Toesday, the lath day of April, 1807. for maintaining all the buoys now in channels of Lake champlain, Pawtincket River, R. I. Tauinton River, Mass. Housstonic River, Conn., the Hudson River, between New-York City and Troy. N. Y. Fire Island inlot and Great south Bay, south side of Long Island, N. Y. Jones Inlet, south side of Long Island, N. Y. Hog Island Inlet and Great south Bade of Long Island, N. Y. Hog Island Inlet and Great south Side of Long Island, N. Y. Samford Harbor, Conn., and such others as may be authorized, for one year, from the first day of July next. Forms of proposal and printed specifications, showing what is respured, can be had by applying to this office. The right is reserved to reject any or all bids, and to waive any defects, and to be a contract. A. S. SNOW, Commander, U. S. N., Light-House Inspector.

OFFICE of Light-House Inspector, Third Dis-OFFICE of Light-House Inspector, Third District, at Tompkinsville, N. Y., March 13th, 1897.—Proposals will be received at this office until 12 o'clock, M., on Tuesday, the 15th day of April, 1897, for furnishing and delivering provisions for vessels and light stations in this district. Forms of proposals and printed instructions giving full particulars as to the articles required, and the terms of delivery and payment, can be obtained at this office. The bidder in every case must furnish, with his bid, a certified check, in a sum equal to three per cent of the amount of the bid. The check is to be drawn to the order of the Secretary of the Treasury, and, in the case of an unsuccessful bidder, it will be returned to him after the award is made. It will be returned to him after the award is made, it will be returned to him after the award is made. It will be returned to the successful bidder when his contract is signed and approved by the Department. If he should fall to make the contract, the certified check deposited by him shall become the property of the United States. The right is reserved to reject the whole or part of any or all bids, and to waive any defects, and to increase or diminish during the liscal year ending June 30th, 1888, the quantities of any item or article named in the specifications. A clause to this effect will be inserted in the contract.

A. S. NOW, Condr., U. S. N., Light-House Inspector.

OFFICE of Light-House Inspector 3rd District.

S EALED PROPOSALS will be received at the

Religions Notices.

COOPER UNION AUDITORIUM.

REV. A. C. DIXON SPEAKS

BUFFALO

nates Stone of the Kidneys or Bladder, Both Uric Acid and Phosphatic, Bright's Disease, Etc.

ANALYTICAL REPORT OF

Dr. A. GABRIEL POUCHET

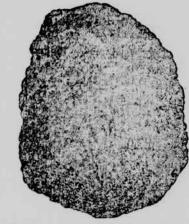
Professor of Pharmacology and Materia Medica of the Faculty of Medicine of Paris-Director of the Laboratory of the Consulting Committee of Public Hygiene of France.

PARIS, Pebruary 12, 1897. "The collections of disintegrated or broken down vesical or renal calcult which form the subject of the following analysis and researches, were

A. They were discharged by different pa-tients after the use of the mineral water of Buffalo Lithia Spring No. 2 for a variable "I advise here from the experience of Doc

tor Laird the use of this mineral water, which has had with him a happy influence on the disintegration of the calculi and their elimination. It is to demonstrate this that he has requested me to make this analy-

photographs, which are designated by the sam of the alphabets as the analysis here following:



(Specimen of Calcull "A" magnified 13 diam.) These disintegrated renal calculi are very



(Calculus "B" magnified 20 diameters.) This disintegrated vesical calculus presents

(Calculus "C" magnified 30 diameters.) Vesterl calculus reduced to crystalline powder, granular, of a greyish white friable. Chemical composition: Phosphate of ammonia



(Calculus "D" magnified 7 diameters.)

Vesical calculus thoroughly disintegrated, fragments many and angular, granular aspect, of a rather fragile consistence of a greyish white color. Chemical composition: Bicalcic phosphate—for the greater part (fusible directly to the blow pipe). Oxalate of lime small quantity. Carbonate of ammonia and magnesta-small quantity. Nanthine-very small quantity. (Signed) A. GABRIEL POUCHET.

Urle Acid Poisoning shows itself in Gont, Rheumatism, Stone of the Kidneys and Bladder, Bright's Disease, Neuralgie Affections, Nervous Prostration, Nervous Headache, Mental Depression and in Dyspepsia and Eczema.

of trie Acid origin.

BUFFALO LITHIA WATER

to for sale by Grocers and Druggists generally.

Flint's Fine Furniture.

LATEST NOVELTIES.

by Mr. Wey principally on Long Island Sound and New-York Bay, the New-York Athletic Club, at Travers Island, being headquarters.

one of their six horse-power motors. This is to be a one of their six horse-power motors, this is to be a special model boat, mahogany finished, and will be used by Mr. Emery on the St. Lawrence. This makes the second naphtha launch ordered this season by Mr. Emery from this company for use on the St. Lawrence.

has a promising youngster in training.

James R. Keene and Colonel Thomas Edmondson n:rived at the Sheepshead Bay track at noon. The Keene horses have been through a course of medicine, wherefore fast work was out of the question.
There are few, if any, stables in the East containing horses that can compare averages with Mr. Keene's. All that the trainers desire is pleasant weather for training purposes until the season opens, when, if their predictions prove true, the public will witness a better quality of racing than

TALK ABOUT TURF MATTERS.

CONDITION OF AFFAIRS AT THE TRACKS

POSSIBILITY OF RECIPROCAL RELATIONS BE-TWEEN THE ASSOCIATIONS OF THE

Turfmen and racegoers have begun their pilgrimages to the racetracks in order to study the form of the horses and to garner tips for the future. The dreary, bleak weather and the raw, biting wind

of yesterday made the journey to the quarters of the racers anything but pleasart. John G. Follans-

arrive at the Sheepshead Bay track, where they inspected Mr. Follanshee's two-year-olds trained by

Albert Cooper. Later in the day a visit was mad

to William Lakeland's stable, where Mr. Gebhard

THE GOVERNOR'S PET BILL

AMENDMENTS MADE TO THE ADIRON-DACK PURCHASE MEASURE.

OWNERS OF LAND TO BE PERMITTED TO CUT THE SPRUCE TIMBER WITHIN FIFTEEN YEARS-

Albany, April 4 (Special).-Governor Black's bill for the purchase of \$1,000,000 worth of Adirondack

forest lands, which was introduced by Senator Ells-

worth, is in a shape satisfactory to the Governor. although it was extensively amended last week by

he Senate Finance Committee. Mr. Black has con-

cented to a provision that no forest lands shall be aken for the use of the State by condemnation

roccedings, except under the following limitations

owned or appropriated by the State at the time dpition and certificate are filed in the office

real property must adjoin land already

Secretary of State, except that timber land

in the judgment of the Forest Preserve

tion to the Governor's scheme for the

timber thereon other than spruce, pine or

is being cut or removed to the detriment

ase of Adirondack forest lands arose chiefly

II. Whether the amendment quoted above will nder it acceptable to the lumbermen, paper man-

sed. There are signs, however, that the amend-ent has only slightly reduced the hostility to the

and that there is likely to be an intense con-

nator Ellsworth called on Governor Black yes

day to obtain his views on the amended bill, and

earned that it was satisfactory to him. Mr. Ells-

worth also learned that the Governor has been chaining support of his measure and is now con-

ident that it will receive the approval of the

ive acres, wooded, at \$1.50 an acre, \$566,932; 300,000

\$2,349,292; total, \$3,516,134. In Mr. Black's bill the

sum of \$8,000,000 is appropriated outright, and Controller Roberts, on the request of the Forest

Preserve Board, is directed to issue bonds to the

amount of \$40,000 for the rest of the \$1,00,000. Recently the State bought 90,000 acres of Adiron-

dack land from W. Seward Webb for \$500,000. It is said that \$1,000,000 worth of land can now be bought

ther object of the bill will be to secure come for the State from the forests. The e timber on the State lands can always be to advantage to the wood-pulp manufactur-judeed, one of the objections which the pairs

DISAPPROVED THE SPEAKER'S FIGURE.

several times to Abraham Lincoln and the Emancipation Proclamation. Dr. Dunn drew a paralle

West 14 in St.

PERTHWA 1300

CARPETS

OUR PATTERNS

BEST AXMINSTER CARPET

\$1.00 per yard.

CASH OR CREDIT

OWPERTHWAIT &O

104.106 and 108 West 14th St.

NEAR 6TH AV.

Brooklyn Stores: Flatbush Av. near Fuiton St.

cres, wooded, at \$2, \$600,000; 522,045 acres, at \$4.50,

efacturers and sportsmen's clubs is yet to be dis-

Het over the measure when it is debated.

At the Brooklyn tracks the three Dwyers-Philip, jr., Michael F. and Charles-carefully noted the movements of the borses that are to carry their respective colors. There have been no reports of lameness up to date, although some stiff gallops have been given. The Brooklyn track is in good condition, and there are no complaints to record. Every possible haste is being made to prepare the Brighton Beach track for working purposes. The improvements are being pushed as rapidly as pos-

Legislature. In 1893 the old Forest Commission recommended that 1.200,000 acres of Adirondack lands be bought, and estimated the cost as follows: Three hundred nd seventy-seven thousand nine hundred and fifty-

Brighton Beach track for working purposes. The improvements are being pushed as rapidly as possible, and it is safe to say that the track will be in supert working order by May 1.

James Rowe is well pleased with the forwardness of the Brookdale horses. Henry Griffin has responsed for duty, and rides Requital in his gallops. Report says that Griffin has been married for nearly a year, and that he kept his marriage a secret until recently, when he confided in a friend, who told a manicure, with the result that every-body at Morris Park knows about it.

At Morris Park the usual routine work was all that visitors witnessed yesterday. The track requires a lot of attention, as the trainers make frequent tours of inspection to see that all is well, and that every possible precaution is taken to prevent injury to the valuable horses quartered there.

The return of August Belmont has started the tongues of turf wiseacres to wasging. It is probable that a union of the Western racing associations will be made with those in the East, under the management of the Jockey Club, Morcover, a meeting of the breeders from the East, west and South is talked about, and it is possible that the Jockey Club will be directly represented and the controversey about the Stud Hook and registration amicably and effectually settled.

A TALK WITH AUGUST BELMONT.

A TALK WITH AUGUST BELMONT.

August Belmont spent yesterday afternoon at the Nursery, in Babylon, where his stable now is. He was much pleased at the condition in which he was much pleased at the condition in which are found his horses. He also had good news of the yearlings reaming about the rich pastures of the stud form near Lexington, Ky., where Henry of Navarre now is.

Speaking of his Western trip at Babylon yester-

yearlings roaming about the rich pastures of the stud farm near Lexington, Ky., where Henry of Navarre now is.

Speaking of his Western trip at Babylon yesterday Mr. Belmont said:

"While in the West I had pleasant interviews with some gentlemen who are interested in racing and, like myself, are desirous that there should be re-established reciprocal relations between the governing turf bodies of the East and the West. It was natural that the subject should be discussed, but it was only in an informal manner. The fait that the parties to these interviews were, in the main, officials in some racing organizations was only an incident, and it was therefore scarcely accurate to call the affairs conferences or to assume that merely because of them any arrangement has yet been perfected.

"I believe, however, that an arrangement satisfactory to all is a matter of only a little time and of an exchange of sentiment. As a matter of fact, there has been at no time any straining of relations between the Jockey Club and the American Turf Congress of the character generally assumed. That is, there has been no attack of one body upon the other. I am sure the Jockey Club, in no ruling it made, sought to discriminate against the governing body in the West, and the Jockey Club has been at all times free to concede that it had no idea that the rules made by the Turf Congress were any other than, in the opinion of that body, expedient or necessary for the government or existence of racing in the terratory within its furisdiction.

"There was not antagentsm in the usually accepted sense of the term. Each body has been acting independently of the offier, but not with any animus against the other. Each body has been acting independently of the offier, but not with any animus against the other. Each body has been acting independently of the offier, but not with any animus against the other. Each body has been acting independently for the offier by regarded it as an evil under our conditions which we ought not to tolered that its exis

In inches or more in diameter at a neight of lates set above the ground. Such option must be exertised within six months after the service upon him a notice of the appropriation of such land by the orest Priserve Board, by serving upon such Board written notice that he elects to reserve the spruce mer therein. If such a notice he not served by a owner within the time above specified, he shall decemed to have wrived his right to such reservation, and such timber shall thereupon become and be no received by the State. This reservation is not to include timber within senty rods of a lake, pond or river. The timber served must be cut within fifteen years, and the nd must not be cut over more than once.

Another important amendment made to the bill as week says: The Court of Claims, if requested

On the whole, the outlook is extremely rosy un On the whole, the outlook is extremely rosy unless some chronic malcontents upset the plans of the peacemakers on the furf. There is, however, a small cloud on the horizon that may expand until it indicates a severe storm. The professional layers of odds have decided to be mistepresented by the selection of a cackler, who is continually clucking like a hen who has hatched a brood of duckings. It is the old, old story over again of men who would be pedding shoestrings if it were not for ruching. The intelligent layers of odds desire the turf to prosper, and object most stremuously to the avariec of men of their own calling or at track-owners who want 30 per cent dividends on their investments. The intelligent layers of odds, the breeders and the horse-owners desire liberal purses and stakes, and are wholly opposed to the system of guaranteed stakes, to which, in many instances, the racing associations do not contribute a single dollar.

BURDENS OF HORSE-OWNERS. A meeting was held in Chickering Hall by the American Temperance Union yesterday afternoon. The Rev. Dr. J. B. Dunn, secretary of the National Temperance Society, made an address, which was preceded by a programme of music, in which the hig organ, Theodore E. Schulte playing, was used:

The horse-owners have been "paying the freight" ever since the collapse of the racing boom in 1851. Every expense incident to a racing stable has remained stationary, and in many instances has been nonensed, notwithstanding the fact that the earn

Miss Anna A. Park gave two cornet solos and the Oberlin College Glee Club alternated with the Wardwell Male Quartet in singing. In the course of his remarks Dr. Dunn referred Moreover, many additional burdens have been chation Proclamation. Dr. Dunn drew a parallel between the drink habit and traffic and negro-slavery. He told a story about a visit of Lincoln when he was a flatboar-man, to a slave metion on one of his trips down the Mississippi, and how Lincoln, when he saw wives being sold away from husbands and children from mothers, told a companion that if he ever got a chance to strike a hlow at slavery he'd hit is nord. "And when he made his proclamation he did hit it hard," Dr. Dunn continued.

This apparents de his proclamation he did hit it hard." Dr. nn continued his apparently did not please a well-dressed man with gray hair, who had been sitting in the rith row of seats from the platform. She got up in her seat with an angry gesture and walked with the aisle to the door. Along the way she ked to the people near her, and when she ched the door she turned around and called k to the preacher that he dietter leave the troes alone and free the white shaves. 'Free the troes alone and free the white shaves.' Free the troes alone and free the white shaves. 'Free the troes alone and free the white shaves.' Free the slaves' 'she repeated a number of times, and is slammed the door.

If in the hall she told an inquirer that she was a M. A. Jones, but would not give any address, is idea of talking like that, 'she said, excitedly couldn't stand it. Why don't those people leave very alone and talk about temperance? Why they free the white slaves? There are 65,090,090 hem and there were only 5,000,000 negroes. What these had these meatings in Chickering. It is

moreover, many additional burdens have been placed on horse-owners. In the old days stable accommodutions at all the racetracks were free; now the horse-owner is compelled to pay rent. A percentage of winnings is paid to the Jockey Club, which also receives by per cent of all forfeits. Little attention is paid to the horse-owner or the breeder by the public, owing to the constant squablies between the racing authorities and the bookmakers in the past and the desire of the former to secure large revenues at the present time. To secure high-class racing it is an absolute necessity to have purses and stakes of sufficient value to make it possible that the owners of norses shall win enough to pay for the expense of racing a stable of horses. To secure newcomers on the turf the pursea should be increased in value and definite amounts added to the stakes, and the associations should guarantee all forfeits. If the racing interests of the East and West are united, it will be possible, and profitable to horserven as well as the racing associations, to have all forfeits become a bar on every respectable racetrack in the country. The union would enable the racing authorities to collect torfeits, and it would be an easy matter to guarantee all stakes, with a definite amount added for their full value.

If a meeting of the breeders and the men who have large interests in the turf is called, it is likely to be held at Lexington, Ky., before the opening day at Morris Park. Breeders from other States object to the selection of Lexington as the meeting place. The objectors assert that the jealousies existing in the Blue Grass region of Kentucky preclude any possibility of a harmonious meeting, and on that account suggest that the meeting be held in Buffalo, on neutral ground, where local influence will not prejudice the persons present. Moreover, it is suggested that the breeders select men to represent them at the proposed meeting. If Buffalo is not satisfactory, Columbus, Ohio, or any other city, where local prejudice does no

1,000 ITALIAN IMMIGRANTS ARRIVE. Nearly one thousand Italian immigrants arrived

steamship Furst Bismarck yesterday morning. They were transferred to Ellis Island for examination. The entire force of officials was kept busy with monotonous routine duty which was relieved with monotonous routine duty which was relieved only by the marriage of two Italians who came over as man and wife a fortnight ago, accompanied by their preity little girl. Two boards of special inquiry sat during the afternoon, and over eight hundred of the immigrants were similarly while the others were detained for further inquiry into their physical, mental, moral or financial condition. At least 5,000 friends and relatives of the immigrants went to Ellis Island to meet them. Most of the newcomers were poor and carried their baggage on their heads or shoulders as they trudged in a long procession up Broadway.

It seems to you that that tickling, hacking cough is all in the throat. But your doctor will tell you that this scheation is often deceiving. The cough is often the signal of deeper trouble in the bronchial tubes or in the lung tissue itself. These inflamed membranes can only be healed by treating the system. For all lung troubles, especially in the earlier stages, no remedy equals society in the society of the service of the surface of the special power is in healing the inflamed tissues of the lungs.

DEVELOPMENT OF CYCLING.

The INTERESTING TALK WITH ERNEST F. WALTON.

TWE HAVE SUMDED INTO IT WITH ALL THE ENTING TALK WITH ERNEST F. WALTON.

TWE HAVE SUMDED INTO IT WITH ALL THE ENTING TALK WITH ERNEST F. WALTON.

The present condition of cycling and the cycling trade to society connected with the past and with the future, and is changing so rapidly, by with the future, and is changing so rapidly, by with the future, and is changing so rapidly, by with the future of the future, and is changing so rapidly, by with the future of the received with the past and with the future of sarchiester of the walk the cycling trade is so closely connected with the past and with the future, and is changing so rapidly, by with the future, and is changing so rapidly, by with the future, and is changing so rapidly, by with the future, and is changing so rapidly, by with the future, and is changing so rapidly, by with the future, and is changing so rapidly, by with the future, and is changing so rapidly, by with the future, and is changing so rapidly, by with the future, and is changing so rapidly, by with the future, and is changing so rapidly, by with the future, and is changing so rapidly, by with the future, and is changing so rapidly, by with the future, and is changing so rapidly, by with the future, and is changing so rapidly, by with the future, and is changing so rapidly, by with the future, and is changing so rapidly. The present condition of cycling and the cycling, seized upon it, developed it and carried of the walk

ly with regret) than the way we have appreciated cycling, seized upon it, developed it and carried every branch of it to excess. We have not grown into eyeling, we have jumped into it with all the enthusiasm which is inherent to us.

For a few years cycling struggled along, gain For a few years cycling strugged along, gath-ing devotees but slowly; but in '5 the country went cyclins mad, and to this sudden madness is due not only the universal popularity of the bi-cycle, but also to a large extent the overproduc-



ERNEST F. WALTON.

public was followed and exceeded by the madness of the manufacturers. Hundreds-yes, thousandsrushed into the business, expecting to achieve a fortune on the instant. It was like the opening of a new gold field. The advance was characterized and a reckless expenditure of money. Factories sprang up everywhere, and stores were opened Every drug and cigar store, hardware dealer, to; store, and in some places even the florists and

"Wheels were rushed out of the factories at light ning spec 1, and in the rush many good firms put out wheels that they would now be ashamed of. All help, as at a gold camp, was at a premium; clerks, salesmen, managers and workmen all

had been suddenly discovered, and every one had to have one. Then, having bought a hat, everycurately the number of wheels made, on account of the gross exaggeration by the manufacturers of their product during the inflation period, yet it is dominful whether there were enough riders in the country last season to use the machines had were turned out. This condition could not but cause a collapse. Many machines, even good ones, were sold at low prices, which was confusing to the public, and this confusion was not lessened by the diabolical rumor (I cannot characterize it by a more defleate term) that was started early in the season to the effect that the best wheels could be made and marketed for less than \$30. "Both the manufacturers and public have suffered from this unhappy fallacy. The enamples and robbers. The public was onthe unwilling to pay them \$70 proft, and naturally turned to the bargain sales," where wheels were advertised and quite justly) to be sold at their honest value.

"Gradually the 'madness' in all branches is passing. The thirty-dollar-cost ballucination is passing. The thirty-dollar-cost ballucination is premium manufacturers to unbold the price and swindle the public. Cycling is developing on broader lines. It is no longer controlled by the scorchers, the older, slower-going and more stable clement in our population is turning to the bievole and trievole for exercise and recreation. The streets of our cities are being better paved, and with this change carriers, one of the latest developments of the cycle-builder's art, are coming into more and more general use by business houses. The public is learning to discriminate between the reliable makes and the unreliable. We no longer ride a wheel simply because John Smith rides it. The guarantee is better understood, and in every way the riding nubile is becoming better posted. The manufacturers are for the most part now basing their product on the lexitimate demand for wheels by the rising generation, and to replace the loss from accident and chuse, but there is still much weeding out to be done. It is the old story of the survival of

NO CYCLE PATH NEEDED. WHAT THE PARK DEPARTMENT HAS DONE ON RIVERSIDE DRIVE.

A good proportion of the bleycle riders who have gone up the Riverside Drive recently have had their curiosity excited by the work in progress near its north on end, where a cycle path has been mile. Those who have given thought to the matsuch a path, and the same question has arisen in the minds of people driving and walking in that neighborhood. The pedestrians, indeed, seem to have good reason to think that their rights have been infringed for the benefit of the wheelmen, since they were formerly allowed to walk on the and extends to a point a little way below the Grant Monument. For this distance the Riverside Drive

Monument. For this distance the Riverside Drive is divided into four parts. Next the wall, on the river side, is a sidewalk of concrete, about eight feet wide. Then comes a space, nearly twenty feet wide, which was formerly simply hardened earth on which people could walk or stand at their pleas which people could walk or stand at their please. It is this space which has been turned into a tele path. Next to this is the bridle path for ddle horses. Then comes the rondway, which for is mile in reparated into two parts by narrow of spaces. It is the invariable rule that persons telm of wheeling to the nearth shall keep on the stade of the narrow parks, while those going at trake the west side. driving or wheeling to the north shall keep on the east side of the narrow parks, while those going south take the west side.

The road here, as on the rest of the Drive, is hard and smooth, and while it is used by many people every day the occasions when it is crowded are exceedingly rare. Under these circumstances it is more than doubtful whether there was any need of providing additional accommodation for bicyclers, especially when this had to be done by curtailing the room for people on foot. If may be said that timid riders will feel more secure if they are on a course intended for bleycles alone, instead of going on a drive used by carriages, but the fact is that timid or inexperienced riders have no right to venture on Riverside Drive or in any other public place, to imperil not only their own lives and

Commodore F. T. Adams cup will be sailed on June 19 and 26. Commodore Gould and his aids are al-rendy talking of the club cruise, and it is the inten-tion to make it the best in the history of the club.

Captain "Hank" Haff will command the fortysix-footer Wasp, belonging to H. F. and R. L. Lip-

Marvel & Co. are building a handsome steel steam yacht for Frederick H. Benedict, of the New-York Yacht Club. The yacht is being built after plans by Gardner & Cox, and will be a valuable addition to the New-York yacht fleet. She will be 147 feet over all; breadth of beam, 18 feet 6

"Le Yacht" devotes considerable space to a description of George E. Chisholm's houseboat which s now being built at Newburg, after plans by and under the direction of H. C. Wintringham.

The third regular meeting of the Seawanhaka Cerinthian Yacht Club will take place this evening at the clubhouse, No. 19 East Twentysecond-st. A number of amendments to the racing rules will come up for action. In regard to the International Challenge Cup the following is proposed: Under the provisions of Article XIII of the declaration of trust governing the Seawanhaka International Challenge Cup, for small yachts, the Race Committee will ask the consent of the club to add the following at the end of Article VII: "A club defeated in any match may not challenge until after the expiration of thirty days from the date of the conclusion of such match."

Percy Chubb is making arrangements to have the rig of the Vigilant reduced. She will also be fitted with a new cabin. The work will be done at Port Colonel George Duryea, the veteran, who died on

go into commission about May 1. She will be used

CIRCUIT RACES AT MEMPHIS. Memphis, Tenn., April 4.-Fifteen hundred people

witnessed a second night's racing of the Southern cycle circuit last night. The riders started to-day for Nashville, Tenn., opening in that city on Mon

for Nashville, Tenn., opening in that city on Monday. Summarles:

First race (free-for-all)—Won by H. R. Steenson, St. Paul; "Bert" Rapine, Nashville, second; A. L. Decker, Chicago, third, Time—2:22-5.

Second race (invitation)—Won by "Al" Weinig, Buffalo; Frank Starbuck, Philadelphia, second; Loyd Willman, Dallas, third, Time—2:21, J. Q. Parquette, Mabile, finished first, but was disqualified because of nor making pace in any part of the race. Third race (consolation)—Won by W. Hiffstettler, Orlands, Fla.; Walter Sanderson, Memphis, second; "Tommy" Eddy, Columbus, Ohle, third, Time—3:22, Fourth race (amateur)—Dead hear between G. A. Branch and "Ren" Monroe; R. D. Sanderson, third, Time—2:28-1-5.

RACING NOTES FROM THE COAST. San Francisco, April 4.—The Bay City Wheelmer to-day won the annual loo-mile interclub race. As Bay Citys, the handsome silver trophy now be-comes the property of that club. The annual relay is the most important cycling race on th Pacific Coast. The course extends around the bay ticipating enters ten riders, and each rider goes naking 100 racers in all.

The California Associated Cycle Clubs have ef-The California Associated Cycle Clubs have effected an organization, which practically severs their connection with the League of American Wheelmen. A constitution and bylaws were adopted, officers were elected and the clubs officially assumed control of track and road racing in the State of California. The new organization differs in several important particulars from the National League. Professionals are not excluded from membership, clubs are permitted to pay actual expenses of membership participating in races for club trophies in which the ruler has no personal interest and the League of American Wheelmen rule suspending members pending investigation is not included. "Any white person of good character, over the age of eighteen years," is the constitutional description of eligibility.

TALK IN YACHTING CIRCLES.

NEWPORT MAY NOT LONG BE A RENDEZ-VOUS-PIER IMPROVEMENTS ON THE WAY-FIRST MEETING OF

LARGE CRAFT. There seems to be much doubt in the minds of New-York vachtsmen whether or not Newport will cording to the views of Commodore Elbridge T. ter, the point will be avoided if the proposed pier provement scheme is a plan to carry the Newport ewage to the point where the yachts usually

The following is the Regatta Committee of the Larchmont Yacht Club for the coming season: John F. Lovejoy, H. C. Wintringham and Howard W. Coates.

The first meeting of large craft will take place or June 12, when the special regatta of the Atlantic Yacht Club will be held. The annual regatts will be sailed on June 15, and the races for the

Long Island Sound have received notices from Frank Bowne Jones, secretary of the council, in which he requests a list of the sailing yachts to be furnished him by to-day, so that racing numher furnished and by to-day, so that racing num-bers may be allotted them. Every representative has also been asked to furnish the date when the annual regardas of the various clubs will take place, whether they will be for all classes, etc. If all reply promptly, the racing schedules may be ready early in May.

pitt, during the coming season, and his brother, Captain Clayton Haff, will be on Cornelius Van-derbilt, jr.'s, forty-six-footer liderim.

Pierpont Morgan's yacht, the Corsair, is being overhauled and refitted at Robins's yard, Erie Basin. Captain Bailey will be in command.

inches; depth of hold, Il feet; draught, 7 feet 6 inches. Her water-line will be 117 feet. The yacht will be fitted with a triple-expansion engine and two Almy boilers.

Thursday, had been a member of the New-York Yacht Club for many years. His name was No. 201 on the membership list.

Engine and Power Company and Charles L. Sea-bury & Co. The Lydia is now at Nyack, and will

and Riverside Yacht clubs, was sold to H. F. G. Wey, of this city, through the office of the Gas

"The collections of the disintegrated calculi sub





itself in the form of minny fragments of a granular aspect of a greyish white color. They are easily broken, and the contexture of the fragments show that they are





(A portion of report emitted for lack of space.)

BUFFALO LITHIA WATER dissolves and washes out of the system Uric

PROPRIETOR, Buffalo Lithia Springs, Va.

Choose while the stock is fresh and new.

Charles G. Emery, of this city, has placed another order with the Gas Engine and Power Company and Charles L. Seabury & Co. for a thirty-foot naphtha launch, which will be equipped with

OFFICE of Light-House Inspector 3rd District,
Tempkinsville, N. Y., March 13th, 1897.—Proposals
will be received at this office until 12 eclock M., on
Thesialy, the 18th day of April, for furnishing and delivering fuel for vessels and stations in this district, for
the fiscal year ending June 30, 1898. Forms of proposals
and printed specifications, givins full particulars as to
the kinds of fuel required, the quantity and quality, and
the terms of activery and payment, can be obtained at
this office. The bidder is every case must furnish, with
his bid, a certified check, in a sum equal to three per
cent of the amount of the bid. The check is to be drawn
to the order of the Secretary of the Treasury, and, in the
case of an unsuccessful bidder, it will be returned to him
after the award is made. It will be returned to him
after the award is made. It will be returned to him after the property of the United States. The United States
reserves the right to increase or diminish, during the fiscal year, the quantities of any item or article named
in the specifications, and a clause to that effect will be
inserted in the contract; and the right to reject any of all
bids and to waive defects therein is also reserved. A.
S. SNOW, Commander, U. S. N., Light-House Inspector,

U. S. COURT HOUSE AND POST OFFICE BUILDING. S EALED PROPOSALS will be received at this building until 2 o'clock P. M. Monday, April 19th, 1807, for furnishing fuel, water, ice, miscellansous supplies, easing towis, hauling ashes, and sprinkling streets for this building during the theal year ending June Streets for this building during the theal year ending June advisable. The right to reject any and all bids is readvisable. The right to reject any and all bids is revered by the Tremany Department.

CHARLES W. DAYTON, Custodian.

office of the Commissioner of Immigration, Ellis Is and, New York Harbor, until 2 o'clock P. M. April 20, 1807, for supplying the laboratory at Ellis Island with certain chemicals and chemical apparatus necessary to complete the outnit. A Test of the articles needed and any other information can be had upon application at the office DR. J. H. SENNER, Commissioner,

"Is the Bible a Revelation or an Evolution?"

J. H. Burke sings, assisted by large chorus.

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Mrs. Frances Hodgson Burnett's brilliant play.
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Thursday Matines disst time). THE MAYFLOWER.
*-During Holy Week theatre will be closed.
Easter Week—THE MYSTERIOUS MR. BUGLS.

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